

NINTH ANNUAL REPORT
OF THE
RAILROAD COMMISSION.
OF THE
STATE OF FLORIDA.

For the Year Ending March 1, 1906.



CAPITAL PUBLISHING CO.,
Tallahassee, Fla.
1906.

Commissioners.

D. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	July 1,
HENRY E. DAY, Commissioner;	1897, to
JOHN M. BRYAN, Commissioner;	January 3
J. L. NEELEY, JR., <i>Secretary</i> .	1899.
HENRY E. DAY, <i>Chairman</i> , Commissioner;	January 3,
JOHN M. BRYAN, Commissioner;	1899, to
JOHN L. MORGAN, Commissioner;	January 8,
J. L. NEELEY, JR., <i>Secretary</i> .	1901.
*HENRY E. DAY, <i>Chairman</i> , Commissioner,	New term
JOHN M. BRYAN, Commissioner;	beginning
JOHN L. MORGAN, Commissioner;	January
†JOHN L. NEELEY, <i>Secretary</i> .	8, 1901.
JOHN L. MORGAN, <i>Chairman</i> , Commissioner;	October 1,
JOHN M. BRYAN, Commissioner;	1902, to
R. HUDSON BURR, Commissioner;	January
ROYAL C. DUNN, <i>Secretary</i> .	6, 1903.
JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner	Jan. 6,
R. HUDSON BURR, Commissioner;	1903, to
JOHN L. MORGAN, Commissioner;	Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	1905.
JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner	Present
R. HUDSON BURR, Commissioner;	term be-
JOHN L. MORGAN, Commissioner;	gan Jan.
ROYAL C. DUNN, <i>Secretary</i> .	3, 1905.

*Henry E. Day, resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.

†Resigned October 1st, 1901, and Royal C. Dunn was elected as his successor.

Report of the Railroad Commission.

OFFICE OF THE RAILROAD COMMISSION,
STATE OF FLORIDA,
Tallahassee, March 1, 1906.

To His Excellency,
N. B. BROWARD,
Governor of Florida.

Sir:—In compliance with the law creating the Railroad Commission of Florida, we have the honor to hand you herewith our Ninth Annual Report for the year ending March 1st, 1906.

The past year has been a most prosperous one along all lines of industry in Florida, and the railroads have shared therein. The State has largely recovered from the effects of the disastrous freezes of 1895 and 1899, and the increased production of fruits and vegetables, the phosphate industry and the phenomenal increase in the manufacture of forest products, has greatly augmented the tonnage of the railroads. They have in most instances had all the business they were able to handle, and in some cases they have actually had more freight offered than they had equipment to transport promptly. The Annual Reports of the railroads, which are appended hereto, show that with few exceptions their gross earnings have been largely increased over previous years.

The failure of the management of the railroads of the State to make adequate preparation for their increased traffic has been the cause of the greater number of the complaints made to the Commissioners during the year. There have been complaints of inadequate depot facilities, and the necessity for agencies at many stations. The roads have not had a sufficient number of cars to move the traffic promptly when offered. There have been many complaints of delayed freights in transit. Perishables have been damaged, because of delay in transportation. There have been complaints of the great congestion of traffic at the terminals in Jacksonville.

Each complaint received has been investigated, and if well founded, action has been taken to correct the wrong.

There may be many wrongs done patrons of the transportation lines in the State, which the Commissioners have not been able to correct, because the injured parties have not called attention to them. As has been said in previous reports, "One thing has struck us very forceably, and that is the manifest hesitation on the part of many persons who have suffered wrong at the hand of railroads, in making complaints."

CLAIMS.

During the year 186 claims for loss and damage and overcharge, against the various transportation companies of the State have been collected and refunded to claimants by the Commissioners. The amount collected as represented by these claims was \$1,967.32. 20 claims, amounting to \$660.01 were settled by delivery of shipment or proved to be unfounded and were withdrawn. 88 claims, amounting to \$2,744.97 are now in course of adjustment.

In sending papers in claims for overcharges, claimants should attach bills of lading and paid freight bills. Claims for damages should be accompanied with bills of lading and paid freight bill, and claimant should be careful to require agent at destination to note on the paid freight bill that the article was damaged when delivered to consignee.

LUMBER RATE CASES.

The most important rate case decided by the Commissioners during this report year was the reduction ordered in rates on lumber, between points within the State of Florida.

For years, even before the establishment of the Railroad Commission, the railroads of the State, notably the F. C. & P. Ry. and the Plant System, operated special rates on lumber for shipment from manufacturing points in Florida to the seaports, and when these roads were purchased by the S. A. L. and A. C. L. respectively, they were continued in effect; for all other shipments of lumber between points in Florida, the roads charged the reg-

ular class P rate. These were higher than the special rates to the seaports. Under this arrangement, as the great bulk of lumber produced in Florida was and is for export, the larger part of all lumber produced in the State, was transported at the special low rates.

This condition existed at the time of the organization of the Railroad Commission in 1897, and as there were no complaints of the unreasonableness of lumber rates, the class P, which includes lumber, then in effect on all the railroads in Florida, was adopted by the Railroad Commissioners as their rates; the special lumber rates remaining in force under the law, which allows the railroads to charge less rates than those prescribed by the Commissioners, provided they make no discrimination in operating such special rates.

These special rates continued to be operated, and additional special rates were made from time to time as new mills were located along their lines, until January 16, 1905, when, with only two weeks notice, the Atlantic Coast Line and Seaboard Air Line Railroads withdrew these special rates, leaving the class P rates effective, notwithstanding the fact that many of the mills had made contracts for future deliveries of lumber, the price of which had been made in connection with the special rates, which were in effect when the contracts were made.

The withdrawal of these rates naturally called forth strong protests on the part of the lumber producers throughout the State, and they immediately appealed to the Commissioners for relief. The Commissioners gave much time to an investigation of the subject, and several hearings were held, at which representatives of both the lumbermen and the railroads were present and heard at length. The lumbermen contended that the roads were never so prosperous as at present; that they actually had more business than they could handle, and that there was no excuse for the raise in rates; on the other hand, the representatives of the roads contended that their operating expenses had been largely increased, through the necessity for paying higher wages to employees, and higher prices for all railroad equipment and supplies; and further that they were entitled to share in the general prosperity of the country.

After carefully considering the facts in the case, the Commissioners, in order to prevent a recurrence of the

withdrawal of special rates, without the approval of the Commission prescribed a rule to prevent any railroad from increasing any rate in future, whether special or otherwise, without first securing the permission of the Railroad Commissioners.

In order to correct the wrong already done to lumber producers, a reduction was made in the class P rate, which made it practically the same as the old special rate. The new rate was made strictly on a mileage basis, thus doing away with many discriminations which prevailed under the old system of special rates.

The new rate was satisfactory to the sawmill men, and effected but little the earnings of the roads as between the special rate formerly in effect and the new rate, but on May 1st, the date prescribed by the Commissioners for the rate to go into effect the Commissioners were enjoined by the U. S. Court from enforcing the new class P rates.

Upon consultation with the Attorney-General, who advised the Commission that owing to press of business in his office he would have to have the assistance of special counsel, Messrs. Bryan & Bryan were employed as such special counsel, to assist him in the litigation. The matter came up for a hearing in the U. S. Circuit Court at Pensacola, and counsel for the Commission moved to have the temporary injunction set aside, but Judge Charles Swayne, who presided in the case, decided in favor of the railroads, and refused the motion, and granted the temporary injunction.

The Commission do not expect to win their cases before Judge Charles Swayne, but they will carry them to the Supreme Court of the U. S. where they expect to be successful.

LITIGATION.

The suit to compel the L. & N. R. R. Co. to operate a three cent passenger rate is still pending in the courts. This case began with an order of the Commission early in the year 1903, directed to the L. & N. R. R., requiring that road to operate a three cent passenger rate on all its railroads in Florida. The rate was to have gone into effect on May 1, 1903, but the Commissioners were en-

joined before that date, in the U. S. Circuit Court, and thus prevented from making it effective.

Messrs. J. M. Barrs, A. W. Cockrell and J. Emmett Wolfe, were employed as special counsel, to assist the Attorney-General in the case, and an effort was made to have the temporary injunction set aside, but the court decided against the Commission. The railroad was required to give a \$20,000 bond, pending the litigation.

Issue has been joined, and the evidence of the witnesses of the railroad company has been taken. Counsel for the railroad company contend that it is entitled to earn a fair return on the actual amount that would be required to reproduce the property, and they claim to show by their witnesses that it requires a little more than three per cent more than the actual earnings from state business on the P. & A. and A. & F. Divisions to pay its operating expenses, so that the road is actually transporting state business at a loss.

The Commissioners are now preparing to submit their side of the case to the court. It is very probable that the case will be carried to the U. S. Supreme Court, whether the Railroad or the State is successful in the lower court.

SUIT FOR COLLECTION OF FINE.

The suit instituted by the Commission against the L. & N. R. R. Co. for collection of fine imposed for refusing to transport cotton seed from points on their line to Tallahassee is now pending in the Supreme Court on writ of error to the Circuit Court.

The decision has been made in the case in the Circuit Court, which, counsel for the Commission contend, upholds the right of the Commission to impose and collect fines, but the railroad company has thus far avoided a decision on this case on its merits, by taking advantage of technicalities.

PHOSPHATE RATE AND FLORIDA WEST SHORE RATE CASE.

The mandamus cases instituted by the Commission against the S. A. L. and A. C. L. Railroads, to compel the operation of phosphate rates prescribed by the Commission, and to compel the Seaboard Air Line Railway to

operate rates prescribed by the Commission for the Florida West Shore branch of the Seaboard Air Line Ry. has been set for final hearing in the U. S. Supreme Court on the 2nd day of March. Counsel for the Commissioners is confident of being successful in each of these cases.

ATLANTIC LUMBER DEMURRAGE SUIT.

During the year a claim was filed with the Commission for collection against the Seaboard Air Line Railway for return of \$64.00, demurrage which had been improperly collected.

The Commission made claim, and it was declined by the railroad company. Upon consultation with the Attorney-General, who advised the Commission that owing to press of business in his office he would have to have the assistance of special counsel, Messrs. Bryan & Bryan were employed as such special counsel to assist him in the litigation. Suit has been brought against the railway for the collection of the claim, in Duval county. It will be tried at the April term of Court.

POSTING NOTICES OF DELAYED TRAINS.

There has been complaint for sometime of the failure of the railroads to post notices on the bulletin boards of the probable time of arrival of their delayed passenger trains, at many of the stations throughout the State.

This is a great inconvenience to the traveling public, and the failure of the roads to comply with the Commission's rule had been informally called to the attention of the roads against which complaints were made on several occasions, and they were informed in the most positive language of the intention of the Commission to enforce a strict observance of this rule. The officials each time disclaimed any intention of violating the rules, but it was reported to the Commissioners from time to time that the rule was not being observed at many stations.

Early in January of the present year, charges were made to the Commissioners against the Seaboard Air Line Railway, for failure to bulletin passenger trains at Lake City on December 26, 1905; at Baldwin, on January 2nd, 1906, and at Greenville on January 3rd. Upon receipt of

the charges, the railroad was notified to appear and show cause why a fine should not be imposed for violation of the law and the rules of the Commissioners.

The matter came up for hearing on February 5th; witnesses were examined under oath, and all the facts fully investigated, the road being represented by counsel. After which, the Railroad Commissioners found and adjudged the Seaboard Air Line Railway guilty of violation of the law and the rules as charged, and fixed and imposed a penalty on said road of \$300, \$100 in each case.

It is the intention of the Commissioners to compel a compliance with this rule, and each case of violation reported to the Commissioners will be investigated and such steps taken in the premises as seem necessary.

NEW RAILROAD MILEAGE.

The increased demand for naval stores and other timber products in the state has encouraged the construction of several new lines of railroad, and the extension of some of the old lines during the past year.

The Atlantic Coast Line Railroad has extended its line from Punta Gorda to Ft. Myers, and is now constructing a line from Newberry to Perry.

The Apalachicola Northern is being built northward from Apalachicola, to connect with the Seaboard Air Line, and Georgia Florida and Alabama Railroads.

The Florida Railway (which was formerly the Suwannee & San Pedro, and the Live Oak & Gulf Railroads) is preparing to extend its line from Live Oak to Fernandina.

The Seaboard Air Line is extending its Gulf Coast Branch from Sarasota to Charlotte Harbor.

The Georgia, Florida and Alabama Railroad, which has during the year obtained control of the Carrabelle, Tallahassee & Gulf Railroad, is building a branch line from Havana to Quincy, which is nearing completion.

The Florida East Coast Railway is being extended from Homestead, its present terminus, to Key West. This work is progressing rapidly in spite of many difficulties, and it is estimated it will be completed in less than two years.

The Live Oak, Perry & Gulf R. R. is being extended to Perry; 22 miles of the extension will be open for business within a short time.

The Standard & Hernando Railroad is being extended to Hernando in Citrus county.

FAILURE TO FURNISH CARS.

Numerous complaints have been made during the year, of the failure of the railroad companies to furnish cars promptly for the transportation of traffic offered for shipment. This has especially been true in the case of shippers of fruits and vegetables and timber products. On receipt of each complaint, the Commissioners have taken it up immediately with road at fault, frequently by wire, and secured cars for complainant.

It was contended uniformly by the roads that they were furnishing cars as promptly as their supply would permit; that there was such an immense traffic requiring cars for transportation, and that the roads had not sufficient equipment to meet the demand, but that they were doing their utmost to comply with every request for cars, and were furnishing them without discrimination.

The Commissioners recognized the truth of the statement that there was heavy movement of products, and and that there was a shortage of cars, but these have been the excuses for several years, and there has been ample time and opportunity, and it was the duty of the transportation companies to have provided themselves with all the equipment that was required. There was, in the opinion of the Commission, no sudden and unforeseen demand for cars that might not have been prepared for. It was not a compliance with the rules of the Commission and the law of the State for the railroads simply to furnish cars without discrimination; the transportation companies should not only furnish cars without discrimination, but should furnish all the cars that are needed for the prompt movement of the traffic offered.

The Commission have been informed of many cases where mills were shut down, because shippers were not furnished with cars to move products promptly. A railroad has no right to discommode and damage shippers by a neglect to provide proper facilities to perform its duties; and where there is a failure on the part of any

common carrier to furnish cars to a shipper within a reasonable time after the same have been ordered, vigorous measures should be taken, to see that the law is carried out, and to that end the Commissioners advise that shippers make requests for cars in writing, on the nearest local agent or on the superintendent, stating the number of cars and the time they will need them, and keep copies of their requests, and upon failure of the road to furnish cars after request is made, the shipper should prefer formal charges against the road to the Railroad Commission, in which should be stated specifically and in detail, all the facts in the case, giving date of request, number of cars asked for, and name of agent on whom request was made. Upon receipt of these charges, the Commissioners can then proceed against the road, and if the charges are sustained, impose a fine for failure to perform the duties of a common carrier.

The Commissioners have explained to each complainant the proper steps to take, but no formal charges have been preferred against any road during the past year.

ABUSE IN REFRIGERATOR CAR SERVICE.

Complaints which the Commission have received from shippers of perishables from this state prompts us, as a matter of information to the shipping public to call attention to the fraudulent manner in which shippers are subjected by the refrigerator car people, in the matter of icing cars of perishables.

As these shipments are almost entirely interstate, the Commission have no jurisdiction, but we deem it our duty to call attention to the abuses, in order that innocent shippers who are not aware of the practices in vogue by the refrigerator car lines may be put upon their guard, so that they may make examination of cars before they load them, in order to ascertain whether they are getting what they are paying for. The matters we have reference to are these:

On March 15th, 1905, Mr. J. E. Pace, of Sanford, Florida, loaded 225 baskets of Lettuce in F. G. E. car No. 16388, the same being one of the Armour Refrigerator Cars. After loading same, Mr. Pace sold this car to Mr. H. A. McMullen, of Sanford, who paid him \$2.25 per basket at that point. Mr. McMullen shipped the car to

Messrs. E. R. Brackett & Co. of New York, who sold the car for \$423.50, and after deducting all freight charges, and their commission, returned \$216.90 to Mr. McMullen, leaving him an entire cash loss on the car of \$289.35 over the purchase price.

The record in this case shows that this car was transported from Sanford to New York in about five days time, which was a reasonable time for transportation, and if the car was refrigerated and properly kept under refrigeration, it is reasonable to suppose that the lettuce would have reached New York in sound condition, but Messrs. Brackett & Co. reported the lettuce received in a rotten and slimy condition, and had to be sold for whatever they could get for it, although the market price on the day received, for fancy lettuce, was \$4.50 to \$5.00 per basket, and he states that the lettuce was fancy, had it been kept in a sound condition.

This, together with what follows, leads us to believe that this car was not properly iced in the first place, or that refrigeration was allowed to go down at some point en route.

Mr. J. E. Pace, of Sanford, Fla., writes the Commission, under date of January 15th, enclosing letter received from his commission house in Cincinnati, which is as follows:

"We have unloaded the car lettuce far enough so we can examine the ice-chambers from inside, and find that the car has false bottoms in it, and that the quantity of ice placed in the car is only $\frac{1}{2}$ of the capacity. From this, it looks as if the Armour Ref. line are charging full price for only $\frac{1}{2}$ service, and we think it advisable for you to examine these cars there before loading, and if you find this to be true, we think the proper way to do would be to call their agent's attention to it, and compel them to ice it to its fullest capacity. This is something of which we were not aware, and if they have been doing it in seasons past, it probably accounts for some arrivals in bad condition, as lots of this kind of stock is started when the weather is very hot, and there is not enough ice in the boxes to take the heat out of the contents of the car. It is up to you to raise a terrible howl about it, and we think you ought to do it. We have been selling your lettuce right along, and we think we will be in a position to render you sales on same by Friday. It is impossible at the

present time to state what it will average, but the average price will probably be a little better than on the last car."

In addition to the above, Messrs. Chase & Co. called the attention of the Commission to a practice of the Armour car people of having false bottoms in the ice bunkers of the cars, which to all outward appearance would lead to the belief that the car was iced to its full capacity, but that upon close inspection would reveal that the bunkers had only about one-third to one-half their capacity of ice. Messrs. Chase & Co. were shipping lettuce from Sanford in December, and had been receiving notices of bad arrival of stock, which lead them to believe that something was wrong with the refrigeration, so the next car that they loaded, they gave instructions to their man to go quietly into the car and examine the bunkers, and this examination revealed the fact that there were about 200 lbs. of ice in each bunker instead of 600 lbs.

Messrs. Chase & Co. called up Armour's agent in Jacksonville, over the telephone, and asked if they were properly icing their cars, and the agent informed them that they were icing their cars up full, but when Chase & Co. made it plain to him that they had proof that they were doing otherwise, he assured them that this would not occur again with them.

Messrs. Chase & Co. informed us that this has been a practice of the refrigerator car people in many sections of the country, and that it is done in some instances in California, where, when conditions were such that it was not absolutely necessary to have the bunkers filled to their capacity, but when this was done, it was with the knowledge of the shipper, and a less charge was made for refrigeration, but in the cases referred to here, it was done without the knowledge of the shipper, and they were charged full price for refrigeration.

Shippers should make examination of cars in every instance, and demand what they are paying for. It is to be hoped that the bill enlarging the powers of the Interstate Commerce Commission, which is pending now before the Senate of the U. S., should it become a law, will enable the Interstate Commerce Commission to put a stop to such abuses as these.

16 RAILROAD COMMISSION, STATE OF FLORIDA.

SALARIES AND EXPENSES OF RAILROAD COMMISSION OF FLORIDA FOR THE YEAR ENDING DECEMBER 31, 1905.

Salaries	\$ 8,700.00
Transportation	798.33
Legal Expenses	1,339.89
Stationery	187.86
Printing	401.45
Postage	250.43
Freight and Drayage	17.25
Book Typewriter.....	175.00
Stenographic report, Illinois Rate Case.....	158.75
Furniture and Fixtures	39.23
Incidentals	31.20
Telegraph and Telephone	69.60
Stenographer	600.00
Janitor	180.00
	<hr/>
	\$12,949.06

Respectfully submitted,
JEFFERSON B. BROWNE, Chairman,
JOHN L. MORGAN,
R. HUDSON BURR,
Commissioners.

ROYAL C. DUNN, Secretary.

APPENDIX A.
ORDERS.

Orders.

ORDER NO. 70.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF CHARGES AGAINST THE SEA-
BOARD AIR LINE RAILWAY FOR VIOLATION OF
RULE 21 OF THE RAILROAD COMMISSION, BY
FAILURE TO PAY OVERCHARGE CLAIM OF J. C.
HORNE & SONS, \$5.83, SHIPMENT OF LUMBER,
LIVE OAK TO AUCILLA.

This matter coming on to be heard, after due notice to the Seaboard Air Line Railway, and the Seaboard Air Line Railway being represented by G. P. Raney, Esq., and the claim having been paid, and it being represented to the Commission that there was no intentional violation of the rule by the officials of the railroad, but that the papers in claim had been lost in some way unknown to the railroad, thus causing the delay in the settlement of the claim;

IT IS HEREBY ORDERED, That the charges against the Seaboard Air Line Railway for violation of Rule 21 of the Railroad Commission, be, and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 2nd day of March, A. D. 1905.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 71.

RAILROAD COMMISSION, STATE OF FLORIDA.
AMENDMENT TO RULE 15 OF THE RULES GOV-
ERNING THE TRANSPORTATION OF FREIGHT.

This matter coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies having been given an opportunity to be heard,

IT IS HEREBY ORDERED AND ADJUDGED, That the Rules and Regulations of the Railroad Commission be amended, effective March 20th, by striking out the word "consignor," as it appears in line 5 of Rule 15, of the Rules Governing the Transportation of Freight, and by substituting therefor the word "consignee."

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the city of Tallahassee, Florida, this 7th day of March, A. D. 1905.

(Signed) J. L. MOROAN, Acting Chairman.

Attest: R. O. DUNN, Secretary.

ORDER NO. 72.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF PRESCRIBING RATES ON
CLASS P.

Due notice having been given to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, that there would be a meeting of the Railroad Commissioners of the State of Florida at their office in the city of Tallahassee, Florida, on the 27th day of March, A. D. 1905, for the purpose of considering the adoption of rates in lieu of rates now known and designated as class P rates, at which time all the railroad companies and common carriers would be given an opportunity to be heard and to show cause, if any they had, why the proposed change should not be adopted:

In accordance therewith the Commissioners met at their office in the City of Tallahassee, Florida on the said 27th day of March, A. D. 1905, and the railroad com-

panies and common carriers were heard and the Commissioners after due consideration, being fully advised in the premises,

IT IS THEREFORE ORDERED, By the Railroad Commissioners of the State of Florida, that the schedule of freight tariffs prescribed by the Railroad Commissioners for the use of all the railroads doing business wholly or in part within the State of Florida be amended by striking out freight rates now known and designated as class P rates, and by substituting the following therefor:

Distances.	Class P Per Carload.
10 miles and under	\$ 5.00
20 miles and over 10 miles.....	6.60
30 miles and over 20 miles.....	7.20
40 miles and over 30 miles.....	7.80
50 miles and over 40 miles.....	8.40
60 miles and over 50 miles.....	9.00
70 miles and over 60 miles.....	9.60
80 miles and over 70 miles.....	10.20
90 miles and over 80 miles.....	10.80
100 miles and over 90 miles	11.40
110 miles and over 100 miles.. ..	12.00
120 miles and over 110 miles	12.60
130 miles and over 120 miles.....	13.20
140 miles and over 130 miles.....	13.80
150 miles and over 140 miles.....	14.40
160 miles and over 150 miles.....	15.00
170 miles and over 160 miles.....	15.60
180 miles and over 170 miles.....	16.20
190 miles and over 180 miles.....	16.80
200 miles and over 190 miles.....	17.40
210 miles and over 200 miles.....	18.00
220 miles and over 210 miles.....	18.30
230 miles and over 220 miles.....	18.60
240 miles and over 230 miles.....	18.90
250 miles and over 240 miles.....	19.20
260 miles and over 250 miles.....	19.50
270 miles and over 260 miles.....	19.80
280 miles and over 270 miles.....	20.10

290 miles and over 280 miles.....	20.40
300 miles and over 290 miles.....	20.70
310 miles and over 300 miles.....	21.00
320 miles and over 310 miles.....	21.30
330 miles and over 320 miles.....	21.60
340 miles and over 330 miles.....	21.90
350 miles and over 340 miles.....	22.20
360 miles and over 350 miles.....	22.50
370 miles and over 360 miles.....	22.80
380 miles and over 370 miles.....	23.10
390 miles and over 380 miles.....	23.40
400 miles and over 390 miles.....	23.70

IT IS FURTHER ORDERED, That the following commodities in class P be transported at the above named rates with 15 per cent. added: Tan Bark, C. L., min. 20,000 lbs.; Barrels, empty, C. L., min. 10,000 lbs.; Box material, N. O. S., C. L., min., 30,000 lbs.; Gravel, C. L., min., 30,000 lbs.; Melons, C. L., min., 24,000 lbs.; Moulding, N. O. S. (sand) C. L., min., 30,000 lbs.; Sawdust in barrels or sacks, C. L., min., 24,000 lbs.; Oyster Shells for paving, C. L., min., 30,000 lbs.; Rough stone (except marble and slate) C. L., min., 30,000 lbs.; Earthenware, cups and Galvanized Iron attachments to be used in the collection of crude turpentine, C. L., min., 24,000 lbs.

IT IS FURTHER ORDERED, That these rates be made effective May 1, 1905.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 1st day of April, A. D. 1905.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest:

(Signed) R. C. DUNN, Secretary.

ORDER NO. 73.

**RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF AMENDMENT TO LOCAL
FRUIT AND VEGETABLE TARIFF, KNOWN AS
RATE ISSUE NO. 2, ADOPTED JANUARY 26, 1898,
EFFECTIVE MARCH 1, 1898.**

This matter coming on this day to be heard after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies and common carriers having been given an opportunity to be heard, and the Commissioners being advised in the premises,

IT IS HEREBY ORDERED, By the Railroad Commissioners of the State of Florida that effective April 25th, 1905, the following amendment be, and the same is hereby adopted and prescribed to Local Fruit and Vegetable Tariff, known as Rate Issue No. 2, adopted January 26, 1898, effective March 1st, 1898:

The rates named in Local Fruit and Vegetable Tariff, known as Rate Issue No. 2, adopted January 26, 1898, effective March 1, 1898, shall apply between all stations within the State of Florida, and from all basing points within the State of Florida to all stations within the State of Florida, provided the local rate from any point within the State of Florida to any basing point within the State of Florida shall be the same as the rate from such points in Florida to basing points for beyond.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 12th day of April, A. D. 1905.

(Signed) **JEFFN. B. BROWNE**, Chairman.

Attest: **R. C. DUNN**, Secretary.

ORDER NO. 74.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE STANDARD & HERNANDO
RAILROAD COMPANY.

This matter coming on this day to be heard upon application of the Standard & Hernando Railroad Company, for an order of the Railroad Commission, prescribing a schedule of freight and passenger rates for the use of the Standard & Hernando Railroad Company, and the Commission being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That the following schedule of freight and passenger tariffs be allowed and prescribed for the Standard & Hernando Railroad Company, and the same shall be put into operation by the said Standard & Hernando Railroad Company, and be effective at once on said road:

See Page 32.

Passenger rate,

Straight Fare, 4c per mile,

Round trip ticket, good for five days, exclusive of day of sale, 3c per mile.

IT IS FURTHER ORDERED, That the Standard & Hernando Railroad shall operate all other rates prescribed by the Railroad Commission for all railroad companies and common carriers in this State, copies of which are hereto attached.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 22nd day of May, A. D. 1905.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest:

(Signed) R. C. DUNN, Secretary.

24 RAILROAD COMMISSION, STATE OF FLORIDA.

ORDER NO. 75.

RAILROAD COMMISSION, STATE OF FLORIDA.
ABOLISHING AGENCY AT ROSEWOOD, FLORIDA.

Whereas, Application has been made to the Railroad Commissioners of Florida, by D. H. Ground, Superintendent of the Sixth Division, Seaboard Air Line Railway, under provisions of Order No. 29, for authority to abolish the agency at Rosewood, on the line of said Seaboard Air Line Railway, and the Commission being informed that there is not sufficient business transacted at said station to justify the maintaining of an agency at that point,

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway is hereby granted authority to abolish their agency at Rosewood, Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the city of Tallahassee, Florida, this 21st day of September, A. D. 1905.

(Signed) J. L. MORGAN, Acting Chairman.
Attest: R. C. DUNN, Secretary.

ORDER NO. 76.

RAILROAD COMMISSION, STATE OF FLORIDA.
ABOLISHING AGENCY AT GIBSON, FLORIDA.

Whereas, Application has been made to the Railroad Commissioners of Florida, by the Georgia, Florida and Alabama Railway Company, under provisions of Order No. 29, for authority to abolish the agency at Gibson, on the line of said Georgia, Florida and Alabama Railway, and the Commissioners being informed that there is not sufficient business transacted at said station to justify the maintaining of an agency at that point,

IT IS THEREFORE ORDERED, That the Georgia, Florida and Alabama Railway Company be, and is hereby granted authority to suspend their agency at Gibson, Florida, subject to the further order of the Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this 25th day of September, A. D. 1905.

(Signed) J. L. MORGAN, Acting Chairman.
Attest: R. C. DUNN, Secretary.

ORDER NO. 77.**RAILROAD COMMISSION, STATE OF FLORIDA.
TRANSFERRING STATION FROM SPRING PARK
TO OAK.**

Whereas, Application has been made to the Railroad Commissioners of Florida, by the Seaboard Air Line Railway for authority to transfer the station at Spring Park, Florida, from that point to Oak, Florida, on the line of said Seaboard Air Line Railway, and the application being accompanied with petition signed by the patrons of the Seaboard Air Line Railway in the vicinity of Spring Park and Oak, Florida, requesting that transfer be made, and the Commissioners being advised that Oak is the most accessible and convenient point for the transaction of business with the railway in that community

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway Company be, and the same is hereby granted authority to transfer their station at Spring Park from that point to Oak, Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 28th day of September, A. D. 1905.

(Signed) J. L. MORGAN, Acting Chairman

Attest: R. C. DUNN, Secretary.

ORDER NO. 78.**RAILROAD COMMISSION, STATE OF FLORIDA.
TRANSFERRING STATION FROM BAMBOO TO
SPINKS, FLORIDA.**

Whereas, Application has been made to the Railroad Commissioners of the State of Florida, by the Seaboard Air Line Railway for authority to transfer the flag station at Bamboo, Florida, from that point to Spinks, Florida, and the Commissioners being advised that Spinks, is the most accessible and convenient point for the transaction of business with the railway in that community.

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway be, and the same is hereby granted au-

thority to transfer their station at Bamboo from that point to Spinks.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 2nd day of October, A. D. 1905.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 79.

RAILROAD COMMISSION, STATE OF FLORIDA.
TO THE ATLANTIC COAST LINE RAILROAD COMPANY:

Complaint having been made by the Postal Telegraph Cable Company to the Railroad Commissioners of the State of Florida, that the Atlantic Coast Line Railroad Company is guilty of discriminating against the Postal Telegraph Cable Company in favor of the Western Union Telegraph Company, by transporting and distributing for the Western Union Telegraph Company its men, wire, poles and other material, for the erection, maintenance, operation, repair, construction and reconstruction of its lines of wire along said railroad in this State, and refuses to perform a like service for the said Postal Telegraph Cable Company, and due notice having been served on the Atlantic Coast Line Railroad Company to show cause why such discrimination should not cease, and why the said Atlantic Coast Line Railroad Company having required to perform like service for the Postal Telegraph Cable Company, for a reasonable compensation.

And the said Postal Telegraph Cable Company and the said Atlantic Coast Line Railroad Company having appeared before the Commissioners, by their respective counsel, and the Commissioners having heard the pleadings, testimony and the argument of counsel, and having duly considered the same, the Commissioners find that the said Atlantic Coast Line Railroad Company, in hauling and distributing between stations on and along its line of railroad in the State of Florida, for the Western Union Telegraph Company, men, poles, wire and other material, for the maintenance, operation, repair, construction and

re-construction of all lines of wire, and in refusing to perform like service for the Postal Telegraph Cable Company, is guilty of discriminating against said Postal Telegraph Cable Company, and is in violation of Chapter 4700 of the Laws of Florida.

IT IS HEREBY ORDERED, By the Railroad Commissioners of the State of Florida that such unjust discrimination be discontinued, and that the said Atlantic Coast Line Railroad Company be, and is hereby required to haul and distribute between its stations on and along its line of railway in the State of Florida, for the Postal Telegraph Cable Company its men, poles, wire and other material for the maintenance, operation, repair, construction and re-construction of all its lines of wire.

IT IS FURTHER ORDERED, By the Railroad Commissioners of the State of Florida that the said Atlantic Coast Line Railroad Company, for such service performed and rendered for the Postal Telegraph Cable Company, may charge the current tariff rates from the point of shipment to the first regular station next beyond the last intermediate place, where any such material is to be unloaded, and the consignor shall furnish all labor necessary to effect such distribution, and shall pay full first-class passenger fares for all men whom they send with said cars to effect such distribution. For the extra service and hazard of stopping cars and engines between stations, as above indicated, the railroad company may charge and collect ten (\$10.00) dollars per car in addition to the current tariff rate.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 11th day of November, A. D. 1905.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest:

(Signed) R. C. DUNN, Secretary.

ORDER NO. 80.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATION OF RULE 21 OF THE RAILROAD COMMISSION, BY FAILURE TO PAY OVERCHARGE CLAIM OF J. C. HALSEMA, \$3.25, SHIPMENT OF LUMBER, WELBORN TO JACKSONVILLE.

This matter coming on to be heard, after due notice to the Seaboard Air Line Railway, and the claim having been paid, and the justice of the Railroad Commissioners' contention having been acknowledged by the railways, through their attorney, George P. Raney, Esq.

IT IS HEREBY ORDERED, That the charges against the Seaboard Air Line Railway, for violation of Rule 21 of the Railroad Commission of Florida, be, and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this 5th day of December, A. D. 1905.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 81.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATION OF RULE 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS." PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

Failure to post notices of delayed trains at Lake City, Baldwin and Greenville, Florida.

These matters came on to be heard by the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on the 5th day of February, A. D. 1906, after due notice to the Seaboard Air Line Railway of charges that they, the Seaboard Air Line Railway had been guilty of violation and disregard of the provisions of Chapter 4700 of the Laws of Florida, and Rule 6 of the Rules Governing the Transportation of Passengers. pre-

scribed by the Railroad Commissioners of the State of Florida, in that they failed, on the 26th day of December, A. D. 1905, to post notice of delayed passenger train No. 77 at Lake City, Florida; and

That they also had been guilty of violation and disregard of said rule on the 2nd day of January, A. D. 1906, in that they failed to post notice of delayed passenger train No. 43 at Baldwin, Florida; and

That they had also been guilty of violation and disregard of said Rule 6 on the 3rd day of January, A. D. 1906, in that they failed to post notice of delayed passenger train No. 76 at Greenville, Florida.

At the hearings the Seaboard Air Line Railway was represented by Mr. W. Hale and Geo. P. Raney, Esq.

The Commissioners having heard the testimony of the witnesses, are satisfied therefrom that the said Seaboard Air Line Railway is guilty of violating said Rule 6 in each of the instances charged, and has thereby incurred penalties for each of said violations.

The testimony discloses that since this matter was taken up by the Commissioners, there has been a compliance with the rule by the Seaboard Air Line Railway. It appears also from the testimony, that each of these violations occurred during the Christmas holidays, when there was an unprecedented amount of travel on all railroads, and that all trains were late and would grow later from station to station.

The Commissioners believe that the imposition of a fine upon a railroad company for violation of the rules of the Commission is for the purpose of procuring better service and a stricter observance of the Commission's rules, rather than for the mere infliction of punishment, and that the certainty and celerity of the punishment are of more importance than the amount of the fine, and consider therefore that a fine of \$100 in each case would be a reasonable, just and proper penalty.

In fixing the fine at \$100 for each of these violations, the Commissioners do not intend thereby to establish a precedent, as to the amount of penalty to be imposed for future violations of this rule; wherefore,

IT IS ORDERED, That a fine of \$100 be, and the same is hereby fixed and imposed on the Seaboard Air Line

Railway for violation of said Rule 6 at Lake City, Florida, on the 26th day of December, A. D. 1905.

And a fine of \$100 be, and the same is hereby fixed and imposed on said Seaboard Air Line Railway for violation of said Rule 6 at Baldwin, Florida, on the 2nd day of January, A. D. 1906,

And a fine of \$100 be, and the same is hereby fixed and imposed on said Seaboard Air Line Railway for violation of said Rule 6 at Greenville, Florida, on the 3rd day of January, A. D. 1906.

And you, the Seaboard Air Line Railway are hereby required to promptly pay the sum of \$300, being the aggregate amount of said fines, into the Treasury of the State of Florida, in accordance with law.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 7th day of February, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 82.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF ADDITIONAL WAITING ROOM
AT INTERLACHEN.

This matter coming on this day to be heard by the Railroad Commissioners of the State of Florida, in their office in the City of Tallahassee, Florida, after due notice to the Atlantic Coast Line Railroad Company, and the said company being represented at the hearing by Mr. M. Riddle and John E. Hartridge, Esq., and the said Commissioners being advised in the premises, and having duly considered the same,

IT IS HEREBY ORDERED, That the said Atlantic Coast Line Railroad Company provide an additional passenger waiting room at the depot at Interlachen, in accordance with plan to be submitted to the Florida Railroad Commission for their approval.

IT IS FURTHER ORDERED, That the plans for the additional waiting room at Interlachen shall be submitted by the said Atlantic Coast Line Railroad Company to the

Railroad Commissioners of the State of Florida, for their approval, on or before the 5th day of March, A. D. 1906.

AND IT IS FURTHER ORDERED, That said additional passenger waiting room at Interlachen, shall be completed within thirty days after the approval of the plans by the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 7th day of February, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: R. C. OUNN, Secretary.

ORDER NO. 83.

RAILROAD COMMISSION, STATE OF FLORIDA.
ABOLISHING AGENCY AT PASADENA, FLORIDA.

Whereas, Application has been made to the Railroad Commissioners of Florida, by the Seaboard Air Line Railway, under provisions of Order 29, for authority to abolish the agency at Pasadena, on the line of said Seaboard Air Line Railway, and the Commissioners being informed that there is not sufficient business transacted at said station to justify the maintaining of an agency at that point,

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway be, and is hereby granted authority to suspend their agency at Pasadena, Florida, subject to the further order of the Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 12th day of February, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR STANDARD AND HERNANDO RAILROAD.
Local Mileage Tariff.

RAILROAD COMMISSION, STATE OF FLORIDA.

Distances	Per 100 Lbs.												Per Barrel	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Calroad				Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	75	1 10	8 00	10 00	5 00	8
20 " " over 10 miles.	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1 20	11 00	12 00	7 00	9
30 " " " 20 "	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1 05	1 30	14 00	14 00	8 00	10
40 " " " 30 "	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1 20	1 40	16 00	15 00	9 00	11
50 " " " 40 "	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1 30	1 50	18 00	16 00	10 00	12

Passenger rate—Straight fare 4 cents per mile—Round trip ticket good for 5 days exclusive of day of sale 3 cents per mile.

Following Orders belong in next year's report, but are given here for the information of the public.

ORDER NO. 84.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF THE APPLICATION OF THE ORLANDO AND SANFORD BOARDS OF TRADE AND OTHER CITIZENS OF THAT SECTION, FOR BETTER CONNECTIONS BETWEEN THE ATLANTIC COAST LINE RAILROAD AND THE FLORIDA EAST COAST RAILWAY BETWEEN SANFORD AND TITUSVILLE AND ORANGE CITY JUNCTION AND NEW SMYRNA, FLORIDA.

This matter came on to be heard by the Commissioners at Orlando, Florida, on January 3rd, 1906, after due notice to the Atlantic Coast Line Railroad Company and the East Coast Railway, at which meeting both roads were represented and heard,

And the Commissioners having heard the testimony on behalf of the petitioners and the railroad company, took the matter under advisement,

And now, after due consideration, the Commissioners are satisfied that the petitioners are entitled to better connections than those now existing.

IT IS THEREFORE ORDERED AND ADJUDGED, That you, the Atlantic Coast Line Railroad Company change the schedule of your passenger train No. 80 so that it will leave Tampa at 8 A. M. daily, and arrive at Sanford at 12:40 P. M. and at Orange City Junction at 1:30 P. M., and,

IT IS FURTHER ORDERED, That these schedules go into effect on March 15th, 1906, and remain in operation until the further orders of this Commission.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the city of Tallahassee, Florida, this 2nd day of March, A. D. 1906.

(Signed) **JEFFN. B. BROWNE**, Chairman.

Attest: **R. C. DUNN**, Secretary.

ORDER NO. 85.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF THE APPLICATION OF THE
ORLANDO AND SANFORD BOARDS OF TRADE
AND OTHER CITIZENS OF THAT SECTION, FOR
BETTER CONNECTINS BETWEEN THE AT-
LANTIC COAST LINE RAILROAD AND THE FLOR-
IDA EAST COAST RAILWAY BETWEEN SAN-
FORD AND TITUSVILLE AND ORANGE CITY
JUNCTION AND NEW SMYRNA, FLORIDA.

This matter came ou to be heard by the Commissioners at Orlando, Florida on January 3rd, 1906, after due notice to the Atlantic Coast Line Railroad Company and the Florida East Coast Railway, at which meeting both roads were represented and heard,

And the Commissioners having heard the testimony on behalf of the petitioners and the railroad company, took the matter under advisement,

And now, after due consideration, the Commissioners are satisfied that the petitioners are entitled to better connections than those now existing.

IT IS THEREFORE ORDERED AND ADJUDGED, That you, the Florida East Coast Railway Company change your schedule as follows:

That your train No. 29 shall leave New Smyrna at 2:40 P. M., but shall wait ten minutes longer for the arrival of your train No. 2 from Orange City Junction, if the same shall be delayed, and will arrive within that time.

That your train No. 12 shall leave Sanford at 12:45 P. M., but if the Atlantic Coast Line Railroad train No. 80 is late and will arrive within thirty minutes of its schedule time, then your train No. 12 shall wait for its arrival, and shall make connection with your train No. 29 at Titusville.

That your train No. 2 shall leave Orange City Junction at 1:35 but if the Atlantic Coast Line passenger train No. 80 is late, and will arrive within fifteen minutes of its schedule time, then your train No. 2 shall wait for its arrival, and shall make connection with your train No. 29 at New Smyrna.

IT IS FURTHER ORDERED, That these schedules go into effect on March 15th, and remain in operation until the further orders of this Commission.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 2nd day of March, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 86.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF THE APPLICATION OF PETITIONERS OF THE FLORIDA MIDLAND BRANCH OF THE ATLANTIC COAST LINE RAILROAD TO HAVE THAT BRANCH MADE A STANDARD GAUGE, AND FOR BETTER SHIPPING FACILITIES OVER SAID BRANCH.

This matter came on to be heard at Kissimmee, Florida, on the 4th day of January, A. D. 1906, after due notice to the Atlantic Coast Line Railroad Company, at which meeting said road was represented and heard.

And the Commissioners having heard the testimony on behalf of the petitioners and the railroad company, took the matter under advisement, and applied to the Attorney General for his opinion upon the power of the Commissioners to order a change in the gauge of a railroad operating in the State of Florida, and the Attorney General under date of February 24th, having advised the Commissioners that he does.

"Not regard the power given in the Act to be full enough to enable the Commissioners to order the railroad company to change the gauge of its road, nor to construct any particular kind of road bed."

And the Commissioners being bound by this opinion, the application of the petitioners to require the Atlantic Coast Line Railroad to change the gauge of its Florida Midland Branch is hereby denied.

The Commissioners after due consideration are satisfied that the petitioners are entitled to better shipping facilities than those now afforded on the Florida Midland Branch, and that the same can be improved by the erection of a transfer hoist at Kissimmee,

IT IS THEREFORE ORDERED, That you, the said Atlantic Coast Line Railroad Company shall proceed at

once to erect at Kissimmee a transfer hoist of sufficient capacity to transfer any and all loaded cars necessary for the transaction of the business to and from the Florida Midland Branch, and

IT IS FURTHER ORDERED, That the same shall be completed and in operation by the 1st day of May, A. D. 1906.

Done and ordered by the Railroad Commissioners of the State of Florida in session in their office, in the City of Tallahassee, Florida, this 3rd day of March, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 87.

RAILROAD COMMISSION, STATE OF FLORIDA.
IN THE MATTER OF IMPROVEMENTS AT THE
STATION AT WILDWOOD.

This matter coming on this day to be heard by the Railroad Commissioners of the State of Florida, in their office in the city of Tallahassee, Florida, after dne notice to the Seaboard Air Line Railway, and said company being represented at the hearing by Mr. D. E. Maxwell, and petitioners by Mr. F. W. Markert, and the Commissioners, after being duly advised in the premises, are satisfied that certain changes, additions and improvements should be made at the station at Wildwood,

IT IS HEREBY ORDERED AND ADJUDGED, That the said Seaboard Air Line Railway shall clay their yard adjacent to the depot on the west side thereof the full length of the warehouse and platforms, of sufficient width to permit the convenient use thereof by wagons in receiving and delivering freight.

And shall use the present depot building for freight warehouse and offices, and shall enlarge the same by adding two waiting rooms to contain floor space of not less than 210 square feet, each, provided with sufficient and adequate seats, and shall add a covered platform to either end of the building 10 feet wide, extending from track to track.

And shall erect for the use of the patrons of the road, two closets, within convenient distance from the depot building.

IT IS FURTHER ORDERED, That the plans for the changes, additions and improvements herein ordered shall be submitted by said Seaboard Air Line Railway to the Railroad Commissioners of the State of Florida for their approval on or before the 5th day of April, A. D. 1906,

AND IT IS FURTHER ORDERED, That said changes, additions and improvements shall be completed within four months after the approval of the plans by the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the city of Tallahassee, Florida, this 5th day of March, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

APPENDIX B.

Rules and Regulations.

RULES AND REGULATIONS.

FOR THE
Government of the Transportation of Persons
and Property On the Railroads of Florida.

RAILROAD COMMISSION, STATE OF FLORIDA.

Tallahassee, Fla., Feb. 28, 1906.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting therewith being hereby repealed.

JEFFERSON L. BROWNE, Chairman.

JOHN L. MORGAN,

R. HUDSON BURR,

Commissioners.

ROYAL C. DUNN, Secretary.

Sec. I==General Rules.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side-track constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30th, in accordance with section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reduction of rates of freight or passenger fares, and no rebate, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continuously posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for

the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, either by the Commission or any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners and shall be posted in the same manner as above.

RATES APPLY IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intra-State points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rate or other rates without first submitting the proposed increased rate or rates to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the pos-

session of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

Sec II.—Rules Governing Transportation of Passengers.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example: For $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute, or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employes; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes; or free carriage or reduced rates to persons

in charge of live stock shipped from the points of shipment to destination and return; or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes, it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

COLLECTION OF CASH FARE ON O. S. & F. RY.

8. Order No. 22 is hereby amended by the addition of the following: That said Order No. 22 shall not be operative on the line of the Georgia Southern and Florida Railway, but the following shall be the rule on said line:

That passengers who board a train on the Georgia Southern and Florida Railway where there is a ticket agent, may be charged four cents per mile only to the next regular station, and the regular fare of three cents per mile from there on.

That it shall be their duty to keep their ticket office open for thirty minutes before the departure of passenger trains; provided, that any way stations where there is but one agent to perform the duties of passenger, freight and express agent, the office may be closed for the sale of tickets one minute before the arrival of the train.

The Georgia Southern & Florida Railway Company is required to post a printed copy of this order at one or more conspicuous places in the ticket office, such notice to be printed on cardboard in large type.

Sec. III-Rules Governing the Transportation of Freight.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled, either directly or indirectly, by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided, that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station, they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, draughts, storms, or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight, at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package, at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes the charge shall be computed at the actual weight of the package, at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property, free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified or hereafter to be allowed for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, latbs, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2,000 pounds and under 3,000, \$3.00 for extra handling.

3,000 pounds and under 4,000, \$5.00 for extra handling.

4,000 pounds and under 5,000, \$7.00 for extra handling.

5,000 pounds and under 6,000, \$8.00 for extra handling.

6,000 pounds and under 7,000, \$10.00 for extra handling.

Over 7,000 pounds, subject to special contract.

**CARLOADS, WEIGHT OF CARLOAD, CARLOAD
CONSIGNMENTS, ETC.**

10. In all cases in which the classification provides a rate per 100 pounds, per ton, or per harrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided that in no case shall the amount collected on less than a carload exceed the price per carload.

Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cotton seed meal, cotton seed ashes, cotton seed, fish scrap, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpeter, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less-than-carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weights of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

ARTICLE.	WEIGHT.
Cement, Portland, per barrel.....	400 lbs.
Cement, except Portland, per barrel.....	300 lbs.
Clay, per cubic yard.....	3,000 lbs.
Coal, per bushel.....	80 lbs.
Coke, per bushel.....	40 lbs.
Gravel, per cubic yard.....	3,200 lbs.
Laths, green, per 1,000.....	530 lbs.
Laths, seasoned, per 1,000.....	450 lbs.
Lime (Rockland), per barrel.....	230 lbs.
Lime (other than Rockland), per barrel.....	210 lbs.
Lime, per bushel.....	80 lbs.
Lumber, Ash or Black Walnut, green, per 1,000 feet.....	4,500 lbs.
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet.....	4,000 lbs.
Lumber, Elm, Hickory or Oak, green, per 1,000 feet.....	6,000 lbs.
Lumber, Elm, Hickory or Oak, seasoned, per 1,000 feet.....	4,000 lbs.
Lumber, White Pine or Poplar, green, per 1,000 feet.....	4,000 lbs.
Lumber, White Pine or Poplar, seasoned, per 1,000 feet.....	3,000 lbs.
Lumber, Yellow Pine, green, per 1,000 feet....	4,500 lbs.
Lumber, Yellow Pine, seasoned, per 1,000 feet..	4,000 lbs.
Lumber, Yellow Pine Boards, two inches and less, kiln dried and dressed, per 1,000 feet..	3,000 lbs.
Lumber, Yellow Pine Boards, two inches and less, kiln dried and dressed, per 1,000 feet..	3,000 lbs.
Lumber, N. O. S., green, per 1,000 feet.....	6,000 lbs.
Lumber, N. O. S., seasoned, per 1,000 feet....	4,000 lbs.
Sand, per cubic yard.....	3,000 lbs.
Shingles, green, per 1,000.....	400 lbs.

Shingles, seasoned, per 1,000.....	350 lbs.
Staves, Headings or Hoop-poles, green, car loaded to depth of forty-three inches, per car.	30,000 lbs.
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches, per car....	30,000 lbs.
Stone, not dressed, per cubic foot.....	160 lbs.
Tan bark, green, per cord.....	2,600 lbs.
Tan bark, seasoned, per cord.....	2,000 lbs.
Telegraph poles, fence posts or rails per cord..	3,500 lbs.
Turpentine, in barrels, per barrel.....	520 lbs.
Wood, green, per cord.....	3,500 lbs.
Wood, seasoned, per cord.....	3,000 lbs.

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGE FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no

additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

PROVIDED, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with the switching charge.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPER TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates authorized by the Commission shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight except classes L., N., O. and P., not governed by Rule No. 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on such freights less ten (10) per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to

give to each road interested in the shipment its local rate less ten (10) per cent. for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On classes L., N., O. and P., the Joint Rate shall not exceed the sum of the local rates on such freight.

Nothing in this Rule shall be construed to prevent the total of any Joint Rate made under this Rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total Joint Rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivering depot (and surrender of shipping receipt) the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads

receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. Where a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded, or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency, on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point, and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application;

Provided, however, That this rule shall have no application to any depot or station agency, heretofore established, or that may hereafter be established for a special or temporary purpose, or not as a general depot or station agency.

Provided further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for, and purposes of establishing such depot or station agency.

Provided further, That it shall be the duty of the railroad and express companies operating in the State of Florida, to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies, now being operated by them for special or temporary purposes, giving with reference to each of them the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

Sec. IV.-Rules and Regulations Governing the Transportation of Live Stock.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate. One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk) :

LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below.	2,000 lbs.
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee.	3,500 lbs.
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee.	1,000 lbs.
Stallions, jacks and bulls, each.	3,000 lbs.
Each cow and calf together, not crated.	2,500 lbs.
Each mare and foal, together.	2,500 lbs.
Shetland ponies, any age, not crated.	1,000 lbs.
Yearling cattle, except bulls, not crated, each.	1,000 lbs.
Colts under one year old, except stallions, not crated.	1,000 lbs.
Calves under one year old, not crated.	1,000 lbs.
Calves under one year old, crated, each, actual weight, but not less than.	100 lbs.
Sheep, crated, each, actual weight, but not less than.	100 lbs.
Lambs, crated, each, actual weight, but not less than.	100 lbs.
Hogs, crated, each, actual weight, but not less than.	100 lbs.
Pigs, crated, each, actual weight, but not less than.	100 lbs.

Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.

Goats, same as sheep.

Kids, same as lambs.

Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than..... 100 lbs.

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	EACH.
Horses and mules, not over.....	\$ 75 00
Horned cattle, not over.....	30 00
Stallions, jacks and bulls, not over.....	150 00
Lambs, calves, hogs or sheep, not over.....	5 00
Mare and colt, together, not over.....	100 00
Cow and calf, together, not over.....	35 00

For every increase of one hundred per cent. or fraction thereof in valuation there shall be an increase of fifty per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carrier will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge; and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

APPENDIX G.
DEMURRAGE RULES.

Demurrage Rules.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following Demurrage Rules:

RULE 1.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery will be subject to car service regulations.

RULE 2.

NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall, in any case, be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE 3.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends

seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours additional free time to be added to the seventy-two (72) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents, nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE 4.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cotton seed in bulk, cotton seed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick, and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be chargeable with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours.

Any fraction of a day shall be considered a day.

RULE 5.

GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE 6.

REFUSAL TO ACCEPT SHIPMENTS.

Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give to the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give direction for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

RULE 7.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

portation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day,

Sec. 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading except that it was consigned to private sidings already fully occupied and delivery therefore impracticable, detention is to be computed from time of notification.

RULE 8.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one (\$1.00) dollar per car for each day or fraction of a day that said car or cars thus detained or held.

RULE 9.

CONSIGNMENTS MORE THAN FOUR MILES DISTANCE.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE 10.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

RULE 11.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m., the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

RULE 12.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE 13.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of the Commission.

Provided, That all package freight unloaded in depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per one hundred pounds per day.

In carload quantities, not more than one dollar (\$1.00) per car per day;

Provided, further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided, further, That the Commission shall hear and grant applications to suspend the operation of this rule wherever justice shall demand this course.

RULE 14.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transit at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to fifty cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday, it will be held without charge until 3 p. m. Monday.

RULE 15.

STORAGE CHARGE ON BAGGAGE FOR SEABOARD AIR LINE RY.

For all articles of haggage consisting of trunks, valises, packages, etc., remaining on hand at a station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the 7th day. If the haggage remains on hand from eight to thirty days the charge will be one dollar.

If second month is entered upon charges should be made as in first month except that ten cents instead of twenty-five should be charged for the first day of second month.

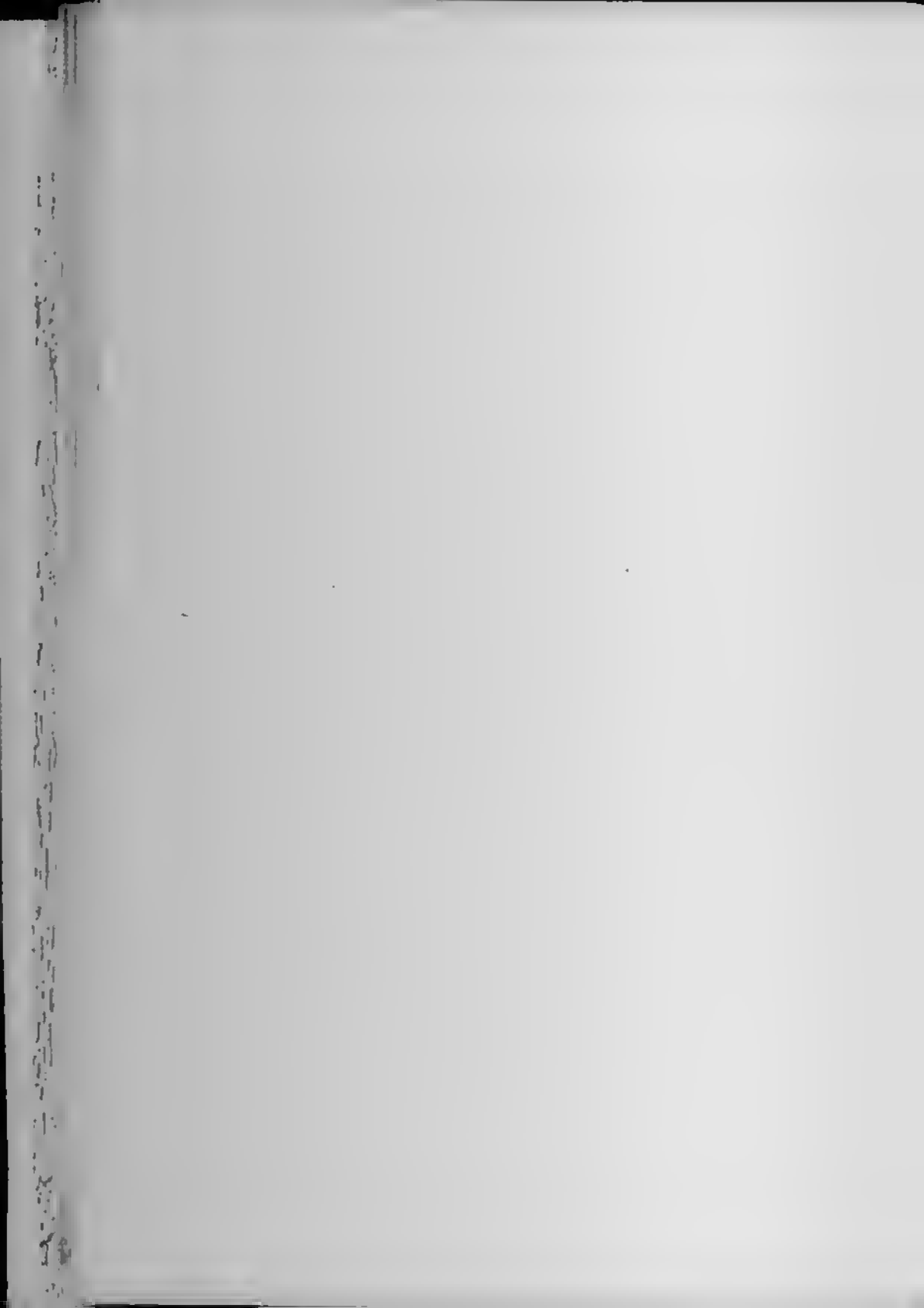
When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. five should be charged for the first day of second month.

RULE 16.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

STATISTICS.



STATISTICS.

STATEMENT OF RECEIPTS OF THE SOUTHERN EXPRESS COMPANY WITHIN THE STATE OF FLORIDA FOR THE YEAR ENDING JUNE 30, 1905.

Receipts	\$168,579.73
Expenses:	
Losses and Damages	\$ 1,473.53
General salaries and expenses	12,076.31
Accounting Department	20,385.52
Stationery and Supplies	7,201.60
Superintendents Salaries & Ex- penses	4,152.02
Route Agents Salaries & Expenses	5,746.66
Messengers Salaries & Expenses.	18,276.22
Agents salaries and office expenses	77,122.20
Other expenses	3,846.01
Taxes	5,175.29—\$155,455.35
	<hr/>
	\$ 13,124.38

COMPARISON OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FROM OPERATION OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1904, AND JUNE 30, 1905.

RAILROADS REPORTING.	Gross Earnings from Operation— All Sources.				Operating Expenses.				Results from Operation.				
	Year End- ing June 30, 1904.	Year End- ing June 30, 1905.	Increase for Latter Year.	Decrease for Latter Year.	Year End- ing June 30, 1904.	Year End- ing June 30, 1905.	Increase for Latter Year.	Decrease for Latter Year.	Year Ending June 30, 1904.		Year Ending June 30, 1905.		
									Net Earn- ings.	Deficit.	Net Earn- ings.	Deficit.	
Atlantic Coast Line.....	\$3,929,898.79	\$4,681,354.09	\$702,455.23	\$.....	\$2,229,263.60	\$2,768,820.56	\$539,556.96	\$.....	\$1,701,065.19	\$.....	\$1,912,533.40	\$.....	
Alabama and Florida.....	28,069.49	37,907.27	9,837.78	.....	19,813.55	25,014.08	5,200.53	.....	8,195.94	.....	12,803.19	.....
Carrabelle, Tallahassee & Georgia	70,714.76	75,078.81	439.55	.....	51,403.16	47,450.69	.....	17,044.40	6,219.81	.....	27,825.82	.....
Florida East Coast.....	2,322,512.88	2,338,863.87	6,290.79	.....	1,501,823.25	1,608,522.59	106,699.34	.....	830,744.63	.....	730,241.14	.....
Gainesville and Gulf.....	82,910.91	77,061.22	.....	5,849.70	51,355.04	54,144.81	4,789.77	.....	31,554.97	.....	20,916.41	.....
Georgia, Florida and Alabama.....	29,404.05	43,184.03	13,779.98	.....	28,518.46	31,645.59	3,127.13	.....	865.57	.....	11,488.41	.....
Georgia Southern and Florida.....	842,081.02	849,672.78	4,591.74	.....	385,289.98	349,806.20	13,519.22	.....	6,794.04	.....	1,933.44	.....
Pensacola Division, L. & N.....	590,890.11	605,731.64	14,841.53	.....	360,091.61	340,011.56	.....	20,080.05	230,898.50	.....	265,720.09	.....
Pensacola and Atlantic Division, L. & N.....	558,182.92	593,444.93	35,262.01	.....	402,691.04	430,336.85	27,645.81	.....	155,601.88	.....	163,118.28	.....
South Georgia and West Coast.....	77,198.17	108,189.57	30,991.40	.....	45,189.66	67,460.48	22,270.82	.....	22,026.82	.....	84,723.09	.....
Seaboard Air Line.....	3,163,419.14	3,210,459.01	47,039.87	.....	2,629,662.91	2,623,869.35	.....	5,793.56	539,256.19	.....	596,553.69	.....
St. Johns River Terminal Co.....	63,031.39	149,364.56	87,333.17	94,590.95	99,191.57	4,600.62	82,558.66	69,173.09
Savannah and San Pedro.....	60,918.23	75,838.52	14,920.29	.....	31,297.86	41,734.18	10,436.32	.....	20,620.38	.....	84,104.59	.....
Tavares and Gulf.....	14,721.91	15,336.87	614.96	15,625.26	20,088.43	4,463.17	838.25	4,731.56
Valdosta Southern.....	19,657.52	19,277.55	.....	279.97	19,669.49	12,510.89	2,010.40	.....	9,957.03	.....	6,766.66	.....
Yellow River.....	72,576.61	71,119.78	.....	1,456.83	67,133.20	66,029.24	.....	11,073.96	5,442.41	.....	15,057.54	.....
Plant City, Arcadia and Gulf*	.....	4,954.50	.....	.....	.....	3,931.85	.....	.....	.....	.....	.....	.....

*Not in operation in 1904. †Report for entire line.

OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING TWELVE MONTHS ENDING JUNE 30, 1905.

ROADS REPORTING.	Maintenance of ways and structures.	Maintenance of equipment.	Conducting transporta- tion.	General expenses.	Total operating expenses.	Per centage of operating ex- penses to gross earnings.
Atlantic Coast Line.....	\$ 622,527.27	\$ 447,645.21	\$1,509,116.24	\$119,331.84	\$2,708,520.56	68.48
Alabama and Florida.....	6,456.87	4,902.00	12,738.68	917.53	25,014.08	65.98
Carrabelle, Tallahassee & Georgia...	11,077.45	4,666.80	26,281.60	6,624.84	47,450.69	63.20
Florida East Coast.....	376,428.22	266,893.41	872,000.24	93,200.66	1,608,522.63	69.07
Gainesville & Gulf.....	16,782.41	6,968.17	25,153.46	7,240.77	56,144.81	72.85
Georgia, Florida and Alabama.....	5,714.62	5,429.22	16,212.61	4,289.14	31,645.59	73.40
Georgia Southern & Florida.....	49,780.58	80,663.03	198,233.80	19,928.79	348,606.20	100.56
Pensacola Division L. & N.....	71,785.25	65,266.32	190,906.15	12,064.63	340,011.35	66.13
Pensacola & Atlantic Division L & N.	142,114.83	79,434.66	193,032.30	16,744.87	430,336.65	72.51
Plant City, Arcadia & Gulf.....	1,216.28	844.04	1,529.45	342.08	3,931.85	79.00
St. Johns River Terminal Co.....	13,091.98	5,616.13	74,487.31	6,096.15	99,191.57	66.40
Seaboard Air Line.....	521,959.65	600,199.07	1,461,093.63	150,617.00	2,623,869.35	81.73
South Georgia & West Coast.....	11,280.76	6,466.00	16,465.88	4,922.86	38,126.50	82.00
Suwannee & San Pedro.....	8,128.84	6,966.64	21,637.48	6,011.17	41,734.13	55.03
Tavares & Gulf.....	5,101.00	2,334.41	6,536.88	6,096.14	20,068.43	130.81
Valdosta Southern.....	4,106.76	1,699.00	4,642.68	2,108.45	12,510.89	64.80
Yellow River.....	11,219.79	6,984.67	36,864.38	990.50	66,059.24	78.82
Totals.	\$ 1,888,825.56	\$1,491,557.67	\$4,666,922.77	\$455,428.42	\$8,491,734.42	.....

RECEIPTS FROM OPERATIONS, ALL SOURCES, FOR THE YEAR ENDING JUNE 30, 1905.

ROADS REPORTING.	Passenger revenue.	Mail revenue.	Express revenue.	Extra baggage storage and other items	Total pas- senger earn- ings.	Total freight earnings	Total other earnings.	Total Gross earnings from opera- tions.
Atlantic Coast Line.....	\$ 1,275,936.94	\$150,709.00	\$123,338.26	\$14,050.37	\$ 1,565,231.67	\$ 2,945,888.72	\$120,233.73	\$ 4,631,354.02
Alabama and Florida	10,000.51	814.28	287.83	183.71	11,290.31	26,503.18	107.78	37,997.27
Carrabelle, Tallahassee and Georgia.	32,806.74	4,055.38	3,487.80	.....	40,349.98	28,420.18	6,306.15	15,076.31
Florida East Coast.....	958,978.48	77,990.00	189,865.82	.....	1,225,934.30	1,023,501.51	79,427.80	2,328,863.67
Gainesville and Gulf.....	11,246.18	2,340.01	8,561.19	.....	22,147.38	54,532.84	381.00	77,061.22
Georgia, Florida and Alabama.....	14,517.69	1,770.68	974.90	.....	17,263.27	24,843.62	1,027.74	43,134.03
Georgia Southern and Florida.....	109,550.19	13,298.40	22,120.90	989.76	145,959.34	162,107.08	38,606.35	346,672.76
Pensacola Division, L. & N.....	124,120.84	5,552.79	11,352.81	2,139.01	143,165.45	423,091.22	39,414.97	605,781.64
Pensacola and Atlantic Div. L. & N.	204,488.32	16,391.10	12,410.00	3,732.71	236,022.31	356,880.57	533.05	593,444.93
Plant City, Arcadia and Gulf.....	.....	.....	.....	.....	.....	4,954.56	.....	4,954.56
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....	.....	149,564.66	149,564.66
Seaboard Air line.....	840,492.60	65,271.42	101,939.09	10,602.06	1,018,365.17	2,111,671.70	80,416.08	3,210,453.01
South Georgia and West Coast.....	16,519.02	1,324.70	201.63	.....	18,045.41	26,184.71	2,394.30	46,624.42
Suwannee and San Pedro.....	21,770.40	2,234.34	1,379.43	.....	25,384.17	46,129.69	4,324.60	75,838.52
Tavares and Gulf.....	1,658.45	1,305.56	875.93	.....	3,839.94	11,490.93	.....	15,336.87
Valdosta Southern.....	6,544.20	608.76	.....	.....	7,152.96	12,124.59	.....	19,277.55
Yellow River.....	13,903.00	1,094.30	384.61	.....	15,441.91	51,539.95	4,134.82	71,116.68
Totals.....	\$ 3,041,693.56	\$343,757.85	\$477,780.44	\$32,367.62	\$ 4,495,599.47	\$ 7,309,879.40	\$526,733.10	\$ 12,332,212.12

MILEAGE OF RAILROADS IN FLORIDA, JUNE 30, 1905.

RAILROADS REPORTING.	Miles of Main Track.	Miles of Yard Track and Siding.	Miles of Branches and Spurs.	Total Mileage Operated.
Atlantic Coast Line.....	935.80	181.95	427.12	1,544.87
Alabama and Florida.....	11.83	1.07	3.12	16.02
Carrabelle, Tallahassee and Georgia.....	50.00	3.58	.....	53.58
Florida East Coast.....	500.84	53.94	.....	554.78
Gainesville and Gulf.....	48.00	2.00	.....	50.00
Georgia, Florida and Alabama.....	23.59	1.13	.....	24.72
Georgia Southern and Florida.....	155.75	18.67	.....	174.42
Live Oak and Perry.....	22.00	.....	.....	22.00
Natural Bridge.....	12.50	.....	.....	12.50
Pensacola Division of the L. & N.....	46.77	29.89	.....	76.66
Pensacola and Andalusia.....	20.00	1.00	.....	21.00
Pensacola and Atlantic Division of the L. & N.....	160.47	13.30	.....	173.77
Pensacola, Alabama and Tennessee.....	23.30	2.35	.....	25.65
Plant City, Arcadia and Gulf.....	13.00	.50	.....	13.50
Seaboard Air Line.....	746.31	.....	7.68	753.93
St. Johns River Terminal Co.....	6.39	11.13	.....	17.52
South Georgia and West Coast.....	38.41	1.00	.....	39.41
Suwannee and San Pedro.....	52.00	2.00	7.00	61.00
Tallahassee Southeastern.....	20.00	.....	.....	20.00
Tavares and Gulf.....	31.64	1.38	.....	33.02
Valdosta Southern.....	13.00	1.00	.....	14.00
Yellow River.....	25.30	.....	1.59	26.89
Standard and Hernando.....	13.00	.....	.....	13.00
Total	2,969.90	325.89	446.51	3,742.30

CAPITAL STOCK AND BONDS OF RAILROADS IN FLORIDA, JUNE 30, 1905.

RAILROADS REPORTING.	Miles covered by figures.	Capital Stock.		Bonds.		Equipment Bonds.		Aggregate	
		Amount Outstand- ing	Amount per mile for road owned.	Amount Outstand- ing	Amount per mile for road owned.	Amount Outstand- ing	Amount per mile for road owned.	Amount Outstand- ing	Amount per mile for road owned.
Atlantic Coast Line.....	4,193.13	\$45,703,750.00	\$10,900.00	\$75,202,625.00	\$17,935.00	\$.....	\$.....	\$ 120,900,325.00	\$ 28,835.00
Alabama and Florida	129.00	.....	.....	129,800.00	10,248.00	.....	.....	129,800.00	10,248.00
Carrabelle, Tallahassee and Georgia.	50.00	1,000,000.00	20,000.00	430,020.00	8,600.00	.....	.....	1,330,020.00	28,600.00
Florida East Coast.....	509.84	1,000,000.00	1,996.04	12,359,000.00	26,473.52	.....	.....	14,259,000.00	28,470.16
Palmetto and Gulf.....	48.00	300,000.00	6,250.00	150,000.00	3,125.00	2,876.04	59.91	452,876.04	9,434.91
Georgia, Florida and Alabama*.....	107.00	350,000.00	2,271.02	842,000.00	7,809.15	.....	.....	1,192,000.00	11,140.16
Georgia, Southern and Florida*.....	391.61	3,708,000.00	9,621.81	5,838,000.00	14,907.68	270,000.00	689.46	9,870,000.00	25,218.96
Pensacola Division, L. & N.....	44.64	.....	.....	530,000.00	12,074.00	.....	.....	530,000.00	12,074.00
Pensacola and Atlantic Div., L. & N.	109.47	.....	.....	1,523,000.00	9,491.00	.....	.....	1,523,000.00	9,491.00
Plant City, Arcadia and Gulf.....	13.00	103,500.00	7,961.54	.....	.....	.....	.....	103,500.00	7,961.54
St. Johns River Terminal Co.....	6.39	100,000.00	15,649.00	100,000.00	156,494.00	.....	.....	1,100,000.00	172,143.00
Seaboard Air Line	2,554.25	62,500,000.00	24,469.02	57,840,000.00	22,644.61	3,330,184.67	1,303.79	123,670,184.67	48,417.42
South Georgia and West Coast.....	51.00	58,000.00	1,137.00	193,000.00	3,784.31	.....	.....	251,000.00	4,921.31
Suwannee and San Pedro.....	59.00	50,000.00	847.45	195,000.84	3,313.73	40,167.72	68.08	249,520.56	4,229.26
Tavares and Gulf.....	31.64	250,000.00	7,901.00	280,000.00	8,849.00	.....	.....	530,000.00	16,750.00
Valdosta Southern	27.50	100,000.00	3,636.36	1,080,000.00	3,972.00	.....	.....	208,000.00	7,608.36
Yellow River	26.33	50,000.00	189,753.1	140,000.00	5,312.00	.....	.....	190,000.00	7,210.02